



City of Seattle  
Department of  
Planning and Development  
Diane Sugimura, Director

## Environmentally Critical Areas (ECA) Code and Policy Update Process

### WE WANT TO HEAR FROM YOU!

*Click on the gray bars to respond.*

Did you attend the January 21 Code and Policy Update Workshop? ☐ Yes ☒ No

If so, was the workshop informative? ☐ Yes ☐ No

Did you feel that your concerns were heard and/or recorded? ☐ Yes ☐ No

1. What is currently working well with the ECA regulations? What is not working as well?  
Regarding Sand Point Magnuson Park, ECA mapping is incorrect and out-of-date. The most prominent example is the mapping of wildlife preservation area by land owner. The eastern portion of the Sand Point peninsula comprised the main runway for the Naval Air Station, Seattle. In the early 1970's the runway was demolished and lands were transferred to the City of Seattle and the U.S. Department of Commerce. An east-west boundary line separates the city and federal properties. South of this boundary is Magnuson Park, designated with the ECA wildlife preservation zone. However north of this boundary, on the federal property, no ECA zones are indicated even though similar landscapes are present. How were these zones determined in the original legislation? How can a landowner petition for revision of a zone? Many areas of Magnuson Park could be classified as an urban brownfield. Large areas contain heavily compacted soils, a remnant of the concrete and asphalt aircraft runways which operated on the site for more than 30 years. More than 75 acres of the park (the entire park is almost 290 acres) is infested with one or more of five plant species, at concentrations ranging from 25 to 100 percent of the total vegetation coverage. These are indications of a regenerating habitat, not necessarily a "natural habitat" as indicated by SMC 25.09.020. A similar example of a brownfield included in a wildlife preservation ECA is found at Gas Works Park. Other examples of mis-mapping at Magnuson Park include a large wood pier built in the 1930's, which is mapped within a liquefaction-prone zone; and cut areas for on-site roads and buildings which are mapped within steep slope zones.
2. What has been your experience with the ECA regulations (e.g., participated in the permit process, observed problems, etc.)? How have you been personally affected by the ECA regulations?
3. How can we improve protection of critical area functions and values while allowing reasonable development opportunities?
4. How can incentives for property owners enhance protection of environmentally critical areas? What incentives should be available for ECA protection?

(Optional) If you have questions about the Environmentally Critical Areas Update Process, please include your contact information:

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*Please save an electronic copy of your completed form.*

To return the form, attach the file to a new e-mail message addressed to [Miles.Mayhew@seattle.gov](mailto:Miles.Mayhew@seattle.gov)  
\*or\* print the form and FAX it (206) 233-7883, ATTN: Miles Mayhew.